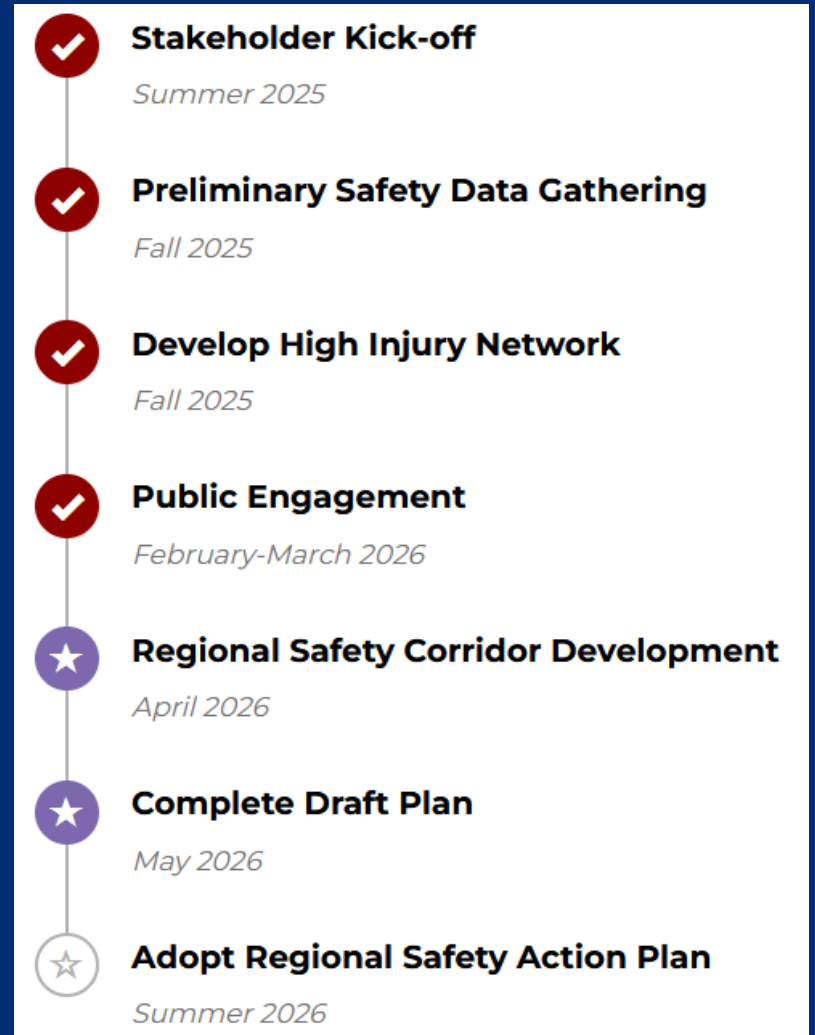


Regional Safety Plan Update: Public Engagement & Draft Actions

RRTPO Technical Advisory Committee
April 14, 2026

Where We Are in the Process

- Completed crash analysis, HIN development, community engagement
- Today's focus: what the community told us and how the draft actions respond to regional needs
- Next steps toward adoption



Crash Statistics

Between 2020–2025:



Unbelted occupants accounted for 4% of crashes but **41% of all fatalities**.



Speeding factored into 17% of all crashes, but **37% of fatal crashes**.



Impaired driving was involved in 20% of all crashes, but **43% of fatal crashes**.



Pedestrians were involved in only 1.4% of crashes but made up **nearly one in four deaths (23%)**.

CRASH SUMMARY BY MODE



ALL CRASHES

FATAL CRASHES

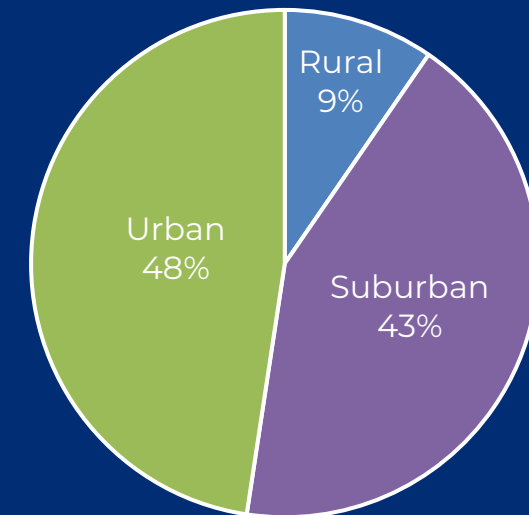


All data is pulled from the Virginia DMV Traffic Records Electronic Data System (TREDS)

What We Heard

- 1,073 survey responses
- Survey reached respondents across all nine localities
- Supplemented by:
 - Over 30 in-person events
 - Group discussions
 - Interviews
 - Online comment collection
 - Targeted outreach to youth and underrepresented communities
- We heard from people who drive, walk, roll, bike, and use transit

Where Respondents Live



What the Community Said

Three Core Themes

1. Speed is the defining safety concern

"[I'm concerned about] infrastructure that is designed to move cars as quickly as possible instead of prioritizing people."

-Hanover County resident, 25–44, drives and bikes

2. Walking and biking feel dangerous

"There are so few places for pedestrians to be safe: lack of sidewalks, lack of push-button crosswalks, lack of enforcement and communication to get drivers to stop for pedestrians."

-Henrico County resident, 45–64, walks and drives

3. People want infrastructure solutions, not just enforcement

"Engineering controls — hardscapes, roundabouts, etc. — need to be created to force drivers to pay attention."

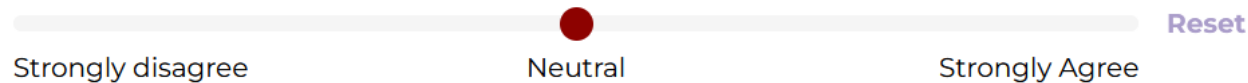
-Chesterfield County resident, 25–44, driver

Survey Design

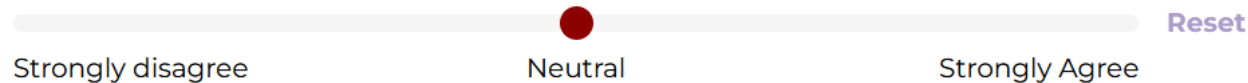
Used 1-5 Likert scale (strongly disagree to strongly agree) to measure attitudes and opinions on different statements around behavior, design, enforcement, and community observations

Behavior

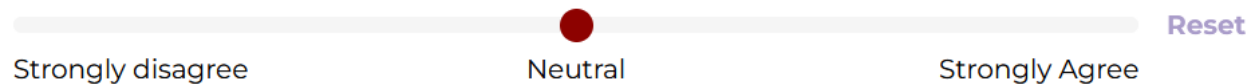
It is okay to travel 5-10 mph over the speed limit in a residential area. Required



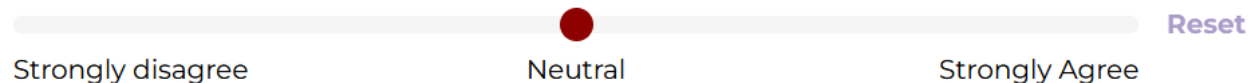
It is okay to travel 5-10 mph over the speed limit in an urban area. Required



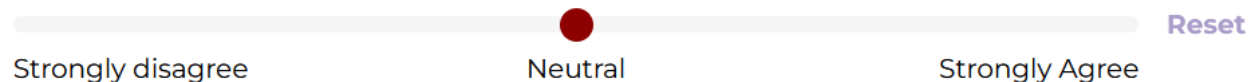
It is okay to travel 5-10 mph over the speed limit on an interstate or expressway. Required



It is okay to travel 5-10 mph over the speed limit in a school zone. Required

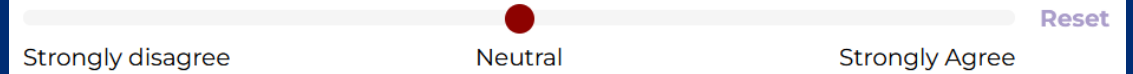


It is okay to travel 5-10 mph over the speed limit in a construction zone. Required



Design

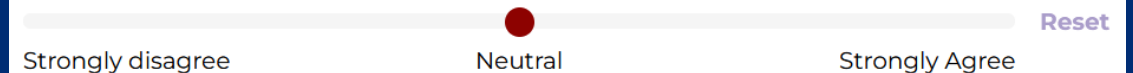
Lowering speed limits in residential areas would improve safety. Required



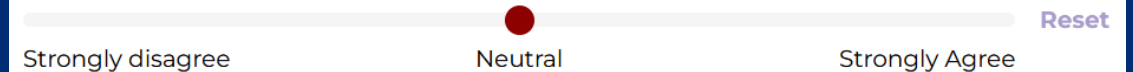
Traffic signals should be adjusted to give pedestrians more time to cross the street. Required



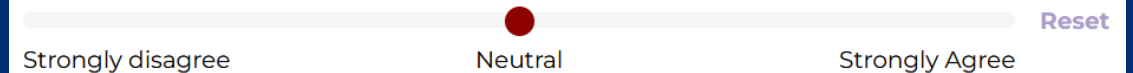
Roads should be designed to encourage slower driving speeds in residential areas. Required



Roads should be designed to encourage slower driving speeds in areas with high pedestrian or cyclist activity. Required



Road design has a greater impact on driver speed than enforcement. Required



Pointing Toward Design Solutions

- The data supports what the Safe System and Safe System Pyramid tells us: design the road, change the outcome

Survey Finding	Average Score	Implication
Road design has greater impact on speed than enforcement	4.08	Engineering over reliance on education or enforcement
Traffic signals should give pedestrians more time to cross	4.15	LPIs and signal timing
Roads should be designed to slow speeds near pedestrians/cyclists	4.56	Speed management by design
Support for safer conditions for VRUs even if trip takes slightly longer	4.66	Trade-offs broadly accepted

A Voice from the Region

- D. Allen is a 39-year-old multidisciplinary artist and Richmond resident who uses a power wheelchair.
 - They talked about what it means to navigate a street network not designed for you...

“Leaving the house independently is incredibly important for my mental health, as I think it is for many of us... [but] I don’t ever leave the house without remembering that I might be killed in the street. It feels very present to me all of the time.”

The same design failures that make streets dangerous for wheelchair users also make them dangerous for everyone who isn't in a car.

From Voice to Action



The Plan's Six Draft Actions

1. Create a Regional Street Design Manual
2. Develop a Regional RSA Program
3. Develop a Regional Quick Build Library
4. Implement Quick Build Projects
5. Advance Complementary Safety Plans
6. Track Changes and Keep Safety as a Regional Priority

Building the Foundation

Action 1: Regional Street Design Manual

- Gives all localities a shared, safety-first design reference tied to regional street typologies

Action 2: Road Safety Assessment Program

- Establishes a structured, repeatable process for identifying dangerous conditions, combining technical crash analysis with community-identified concern locations

Action 3: Regional Quick Build Kit of Parts

- Creates a regional library of pre-vetted, cost-effective safety treatments that localities can deploy quickly and consistently, without starting from scratch each time.

Putting It Into Practice

Action 4: Quick Build Implementation

- Translates the kit of parts into real projects on real corridors; demonstration installations that build public and political confidence for larger capital investments.

Action 5: Complementary Safety Plans

- Ensures this plan doesn't operate in isolation and connects broader efforts to regional safety priorities and funding streams.

Action 6: Safety Dashboard

- Transforms the plan from a document into an ongoing commitment — with metrics tied to the RRTPO's own programming and performance reporting.

How the Actions Relate to Input

- Community feedback helped set the priorities...

What we Heard	How it's Reflected in the Actions
Speed is the top concern; design is needed, not just enforcement	Street Design Manual and Quick Build Kit center speed management as a core treatment type
Walking and biking feel unsafe; the infrastructure is missing	RSA program explicitly evaluates pedestrian/bike conditions; quick builds prioritize crossings and bike facilities
New infrastructure often still misses the mark	Manual sets clear, vetted standards so that new construction gets it right the first time
People want to see changes	Quick build implementation is designed to produce visible, measurable results in the near term
Nothing significant seems to be getting done	Safety dashboard makes progress transparent and public

Next Steps

- Draft plan will be sent for review by the end of April
- Open questions for TAC consideration
 - Input on Safety Actions (specific tasks will be laid out in draft plan)
 - Individual safety priority corridors for each jurisdiction
- Plan completion in May
- Policy Board adoption for regional safety plan

Questions/Discussion

Contact

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Project Engagement Page

engage.planrva.org/safety-plan

Survey Results by Locality

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Respondents	551	158	149	100	22	1,073
Open-ended response rate	75%	70%	57%	72%	55%	68%
Urban	437 (79%)	16 (10%)	8 (5%)	5 (5%)	0 (0%)	474 (44%)
Suburban	98 (18%)	128 (81%)	129 (87%)	48 (48%)	3 (14%)	426 (40%)
Rural	4 (1%)	6 (4%)	5 (3%)	41 (41%)	18 (82%)	96 (9%)

Survey received less than 5 responses from New Kent, Powhatan, and Charles City

Urban/Suburban/Rural numbers are self-reported

**Hanover results include Ashland responses*

Survey Results by Locality

Mode of Transportation

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Automobile	477 (87%)	150 (95%)	145 (97%)	97 (97%)	21 (95%)	948 (88%)
Walking/Rolling	345 (63%)	51 (32%)	30 (20%)	22 (22%)	0 (0%)	464 (43%)
Bicycle	204 (37%)	29 (18%)	16 (11%)	5 (5%)	0 (0%)	264 (25%)
Public Transportation	106 (19%)	12 (8%)	9 (6%)	3 (3%)	0 (0%)	136 (13%)
Motorcycle/ Scooter	13 (2%)	6 (4%)	3 (2%)	4 (4%)	0 (0%)	27 (3%)

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**Hanover results include Ashland responses*

Survey Results by Locality

Speeding Permissiveness

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
School zone	1.21	1.25	1.37	1.27	1.14	1.26
Construction zone	1.53	1.49	1.48	1.48	1.05	1.49
Residential area	1.65	1.68	1.80	1.66	1.71	1.69
Urban area	1.93	2.17	2.15	1.79	1.65	1.99
Interstate	3.87	3.80	3.79	3.92	4.22	3.83
If no one present	2.41	2.66	2.65	2.60	2.31	2.49

Numbers are averaged on a scale from 1-5, from least to most permissive

Survey received less than 5 responses from New Kent, Powhatan, and Charles City

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Survey Results by Locality

Driver Behavior

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Phone use acceptable while driving	1.35	1.39	1.45	1.61	1.58	1.41
Yield to pedestrians at all crosswalks	4.23	4.39	4.35	4.41	4.17	4.28
Speeding more dangerous than other behaviors	2.74	2.70	2.70	2.47	1.95	2.74

Numbers are averaged on a scale from 1-5, from strongly disagree to strongly agree

Survey received less than 5 responses from New Kent, Powhatan, and Charles City

**Hanover results include Ashland responses*

Survey Results by Locality

Road Design and Safety

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Support non-motorist improvements (+2-5 min)	4.79	4.62	4.45	4.44	4.35	4.66
Design for slower speeds in pedestrian areas	4.74	4.58	4.32	4.15	3.50	4.55
Design for slower speeds in residential	4.60	4.43	4.23	4.04	3.73	4.43
Road design > enforcement	4.29	4.06	3.85	3.56	3.73	4.08
Pedestrian signal timing	4.24	4.17	4.17	3.99	4.21	4.16
Lower speed limits would help safety	3.48	3.65	3.50	3.48	3.62	3.53

Numbers are averaged on a scale from 1-5, from strongly disagree to strongly agree

Survey received less than 5 responses from New Kent, Powhatan, and Charles City

*Hanover results include Ashland responses

Survey Results by Locality

Enforcement

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Automated school zones	3.93	4.05	3.82	4.04	4.05	3.94
Automated construction zones	3.53	3.62	3.64	3.57	3.74	3.57
Automated residential	3.34	3.61	3.47	3.48	3.28	3.42
Automated any roadway	2.96	3.19	3.19	3.14	2.29	3.07
Strict enforcement necessary for safety	3.55	3.54	3.58	3.69	3.81	3.58

Numbers are averaged on a scale from 1-5, from strongly disagree to strongly agree
 Survey received less than 5 responses from New Kent, Powhatan, and Charles City

*Hanover results include Ashland responses

Survey Results by Locality

Perceptions & Observed Behaviors

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Feel safe walking/biking	2.67	3.12	3.16	3.14	3.59	2.94
Feel safe driving	3.17	3.60	3.71	3.85	4.74	3.46
See speeding	4.55	4.31	4.38	4.34	4.44	4.42
See failure to yield	4.32	3.77	3.66	3.44	3.07	3.97
See distracted driving	4.54	4.26	4.48	4.34	4.55	4.42

Numbers are averaged on a scale from 1-5, from strongly disagree to strongly agree
 Survey received less than 5 responses from New Kent, Powhatan, and Charles City

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